

Technical Note

Proposed Residential Development York Street, Heywood

Reference: OP/240756/TN01 – Rev A

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Reviewed: Craig Thomson / Peter Todd

Date: 27 August 2024

Introduction

1. SCP have been instructed by Regal Homes NW Ltd to provide transport planning advice in relation to a planning application for the conversion of the 1st floor of the existing building, at 41 York Street in Heywood, into 4 no. 1-bed residential apartments.
2. This Technical Note has been produced to support the planning application and provide details on the associated traffic and transport implications of the development, to inform the local highway and planning authority regarding the nature and magnitude of their impact.

Existing Conditions

3. The application site is located to the north of the A58 York Street, less than 400m east of Heywood town centre, as shown on **Figure 1** with a more detailed site boundary plan presented in **Appendix A**.

Figure 1 – Site Location



4. The site consists of a building with an E(b) planning use for the sale of food and drink for consumption (mostly) on the premises. The ground floor comprises the Venus Lounge restaurant and the 1st floor (application site), which is assumed to have the same planning use as the ground floor, has a public floor area of 247m² and is currently empty. It should be noted that the existing restaurant has no dedicated private off-street parking provision.

Local Highway Network

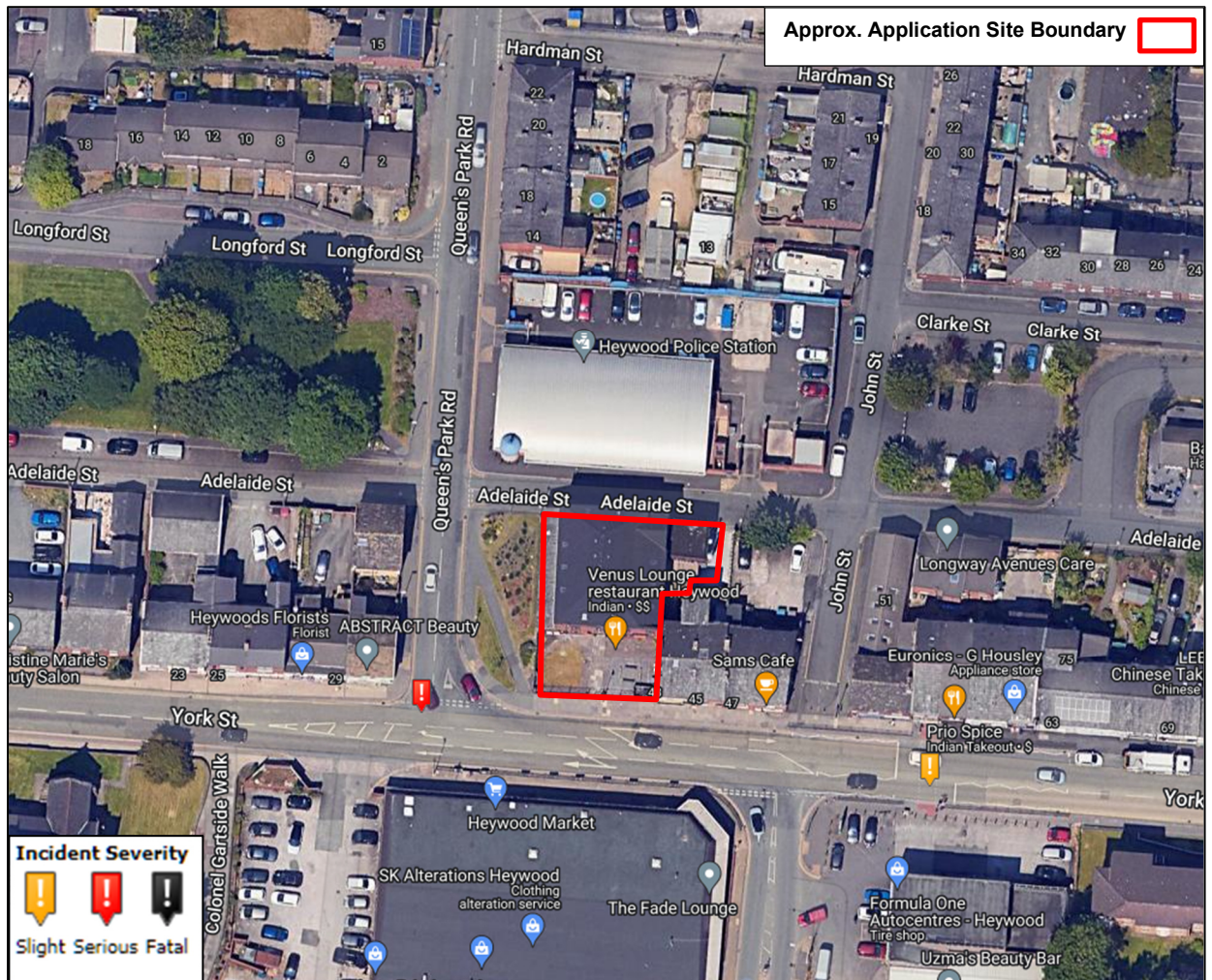
5. The A58 York Street, which is subject to a 30mph speed limit, fronts the southern site boundary and benefits from footways on both sides of the road, regularly spaced street lighting columns and a signal-controlled pedestrian crossing circa 40m east of the site to assist pedestrians across. The A58 York Street is protected by traffic regulation orders (TROs) on both sides of the road to prevent on-street parking, although there is a circa 10-space parking bay 60m east of the site which offers short stay no return within 1-hour parking between 07:30-18:30.

6. Queens Park Road fronts the western site boundary, is subject to a 30mph speed limit and benefits from footways and regularly spaced street lighting columns on both sides of the road. Queens Park Road is also protected by TROs on both sides of the road to prevent on-street parking in the vicinity of the site and at the A58 York Street/Queens Park Road junction, although on-street parking is permitted on both sides of Queens Park Road circa 60m north of the site.
7. Adelaide Street fronts the northern site boundary and is subject to a 30mph speed limit, benefits from footways and street lighting columns and is also subject to TROs on both sides of the road, preventing on-street between 08:00 and 18:00 Monday to Saturday.
8. John Street is located circa 25m east of the site and is subject to a 30mph speed limit, benefits from footways and street lighting columns and is also subject to TROs preventing on-street parking around the Adelaide Street/John Street junction, although the majority of John Street is subject to on-street parking on both sides of the road.

Road Safety Record

9. The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
10. In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period. The location and severity of any accidents within the study area during this period are shown in **Figure 2**.

Figure 2 – 5-Year Road Safety Record



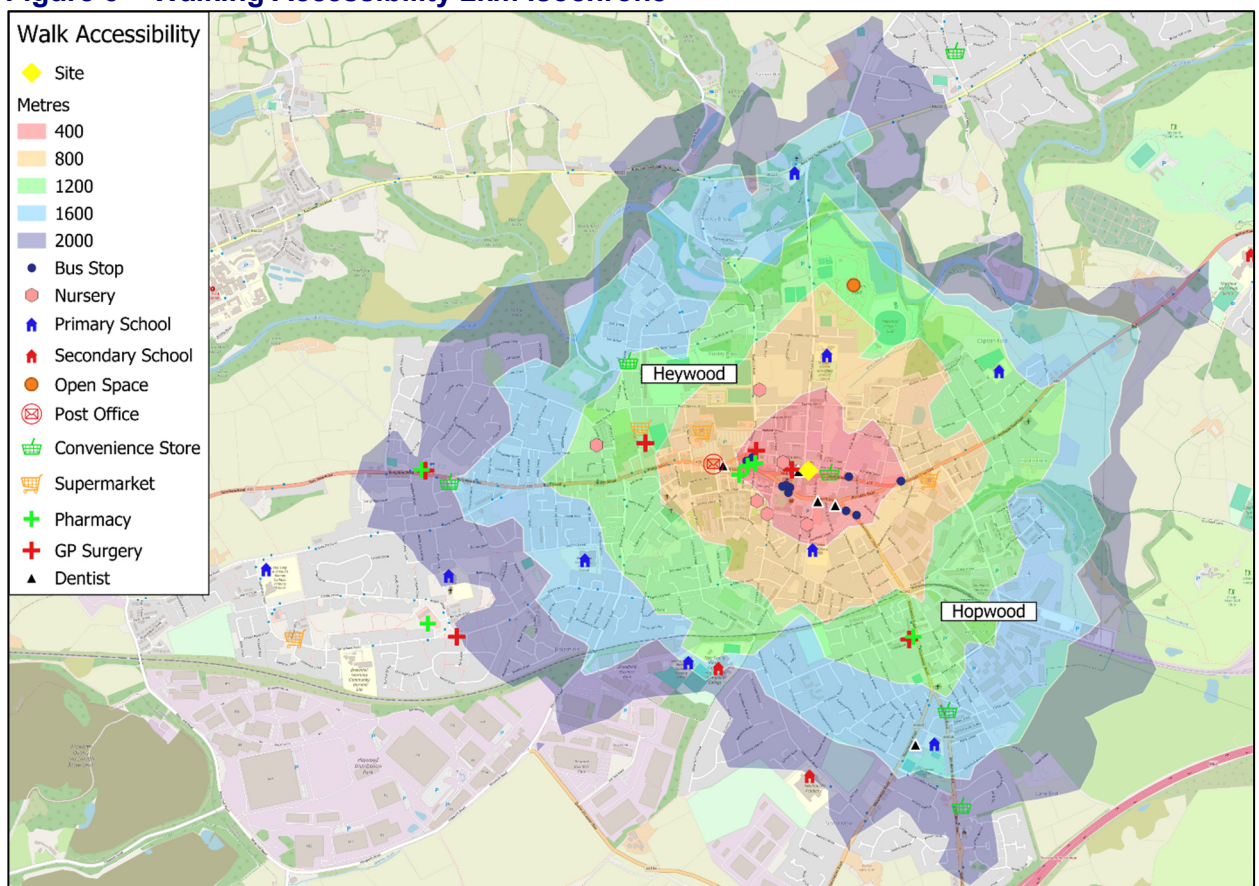
11. As can be seen from the above, no accidents have been recorded on the entire length of Adelaide Street or John Street, although there have been a total of 2 recorded accidents within the study area during the 5-year study period. Of the recorded accidents, one took place in June 2018 at the A58 York Street/Queens Park Road junction and resulted in 'serious' severity injuries and one occurred in March 2020 on the A58 York Street, approximately 40m east of the application site, which resulted in 'slight' severity injuries.
12. The evidence presented above demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and the existing on-street parking in the area does not result in any highway safety issues.

Accessibility

Pedestrian Accessibility

13. The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
14. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 3** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 3 – Walking Accessibility 2km Isochrone

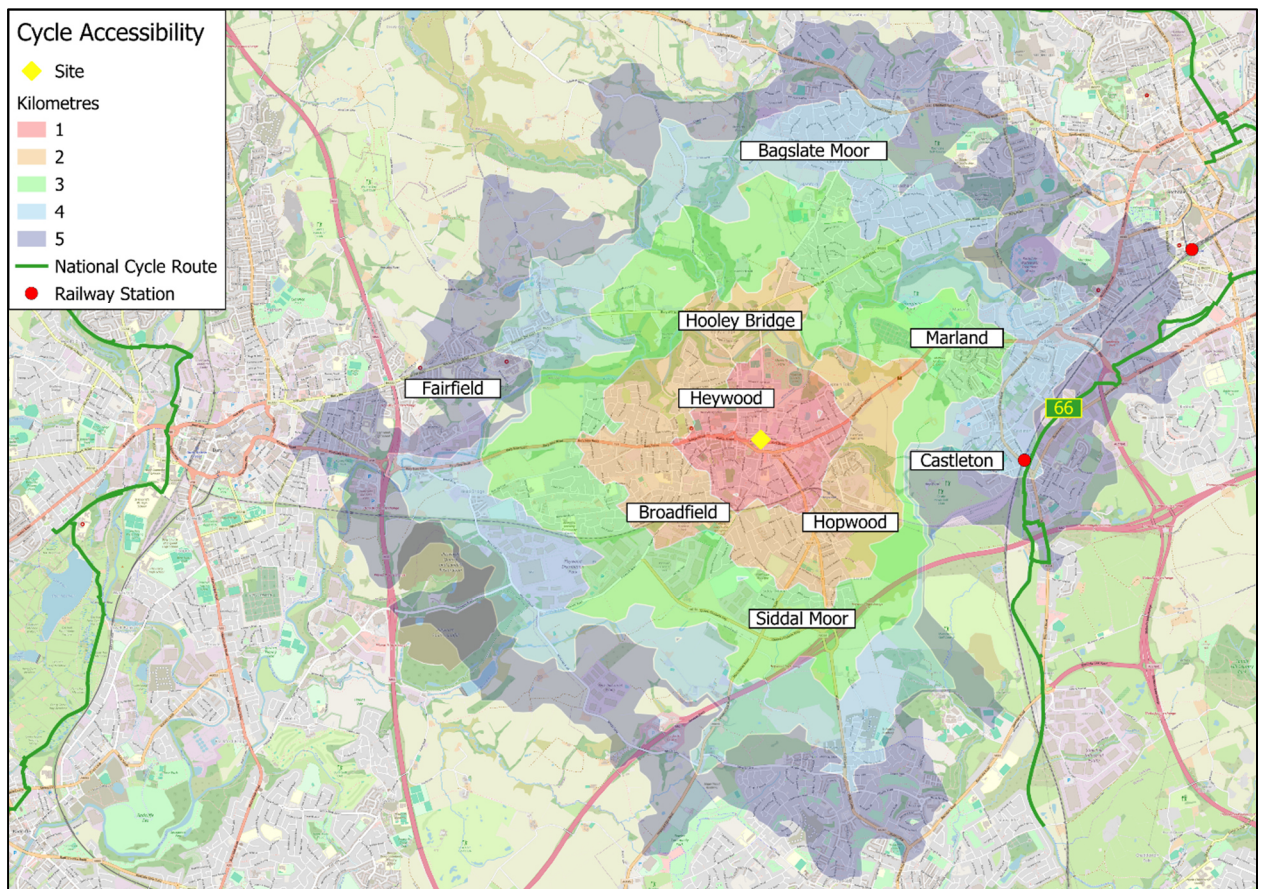


15. The site is located less than 400m east of Heywood town centre and is therefore in close proximity to the vast array of amenities the town of Heywood has on offer including retail, education, leisure, food outlets and and healthcare. The site is also within an acceptable walk distance of transport facilities to encourage prospective residents to travel via sustainable modes, as detailed later.
16. Overall, the site benefits from high levels of accessibility by foot being located in close proximity to Heywood town centre which offers an array of facilities as well as transport connections.

Cycle Accessibility

17. Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
18. GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4** below.

Figure 4 – Cycle Accessibility 5km Isochrone



19. The plan demonstrates that the nearby areas of Fairfield, Marland, Hooley Bridge, Castleton and Hopwood, amongst others, are all located within the 5km catchment area from the development site.
20. As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents, particularly given that secure and covered cycle parking is proposed.

Public Transport

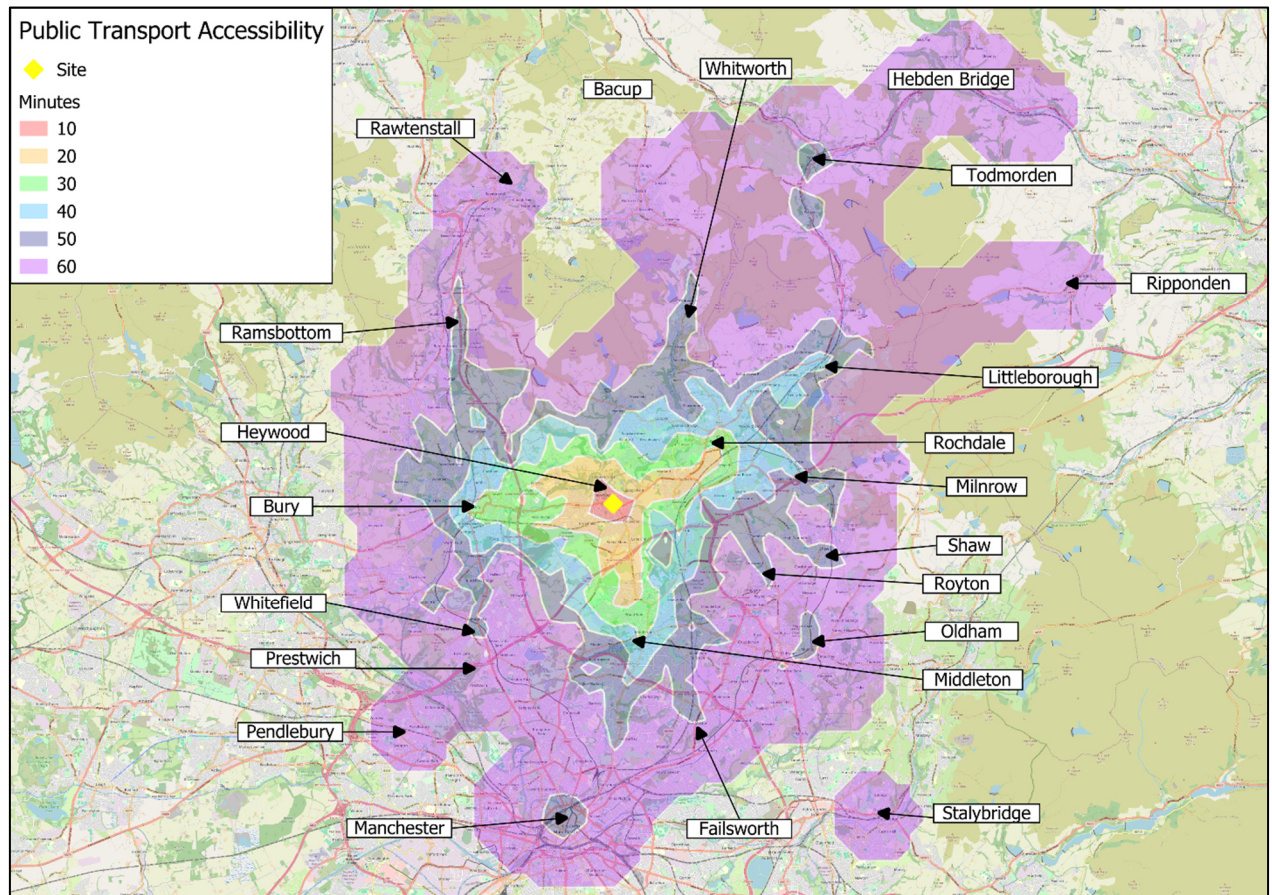
21. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
22. The closest bus stop is located on the A6046, 140m south of the application site, although there are other bus stops within the recommended walk distance that provide additional services. The bus services located within the recommended walk distance are summarised in **Table 1**.

Table 1 – Bus Service Summary

Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
125	Middleton - Heywood	60	60	60	-
163	Manchester - Bury	15	12	12	15
433	Bury - Norden	60	60	60	120
471	Rochdale – Bolton	12	12	15	30
475	Bury - Heywood	60	60	60	-
781	Cardinal Langley RC High School - Heywood	School Bus			
999	Fieldhouse – Bacup Grammar School	School Bus			

23. The above demonstrates that prospective residents of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
24. In terms of rail services, Castleton Railway Station is located circa 2.9km (11-minute cycle) east of the site and is therefore well within an acceptable cycling distance. Castleton Railway Station is managed by Northern and provides direct services throughout the week including services to Blackburn, Rochdale and Clitheroe, calling at a number of other stations.
25. The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 5** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 5 – Public Transport Accessibility



26. The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Hebden Bridge, Rochdale, Oldham, Middleton, Bury, Manchester, Ramsbottom and Stalybridge, amongst others, are all within an acceptable 60-minute commute time.

Accessibility Summary

27. Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. These findings demonstrate that prospective residents will not be wholly reliant on the private car.

Proposed Development

28. The development proposals involve the conversion of the 1st floor of the existing building, at 41 York Street in Heywood, into 4 no. 1-bed residential apartments.
29. The proposed site layout plan is presented in **Appendix A**.

30. The development is proposed to be a car free development and therefore, no vehicular access is proposed. A secure cycle storage facility is proposed for 4 bicycles, on the ground floor, which can be accessed from York Street.

Servicing

31. It is proposed that servicing of the development will take place on-street from Adelaide Street which follows that of the existing servicing arrangement in this location, as shown on **Figure 6**. Residents can also access a sheltered bin store at the front of the building, accessed via York Street.

Figure 6 – Existing Adelaid Street Bin Collection Arrangement



Parking

32. The proposed development is car free which is considered acceptable in this instance for the following reasons:
- As detailed earlier, the site benefits from high levels of accessibility being located in close proximity to Heywood town centre which offers an array of facilities as well as transport connections. Therefore, prospective residents of the site will not be wholly reliant on the private car for travel to/from the site;
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a car free development, will help to reduce the reliance on the use of the private car and meet these policy objectives by encouraging residents to travel via sustainable modes;
 - Secure and covered cycle storage is proposed for 4 bicycles which is in accordance with the Council's cycle parking standards and will encourage prospective residents to travel via bicycle;
 - Any prospective occupier of the development will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly. Prospective residents will be made aware that the site is a car free development through marketing material when renting/purchasing the flats and if residents do have a car, they will have to seek off-site parking;
 - In that event that prospective residents own a car, there is a car park located off John Street to the north-east of the site and on-street parking opportunities in the immediate area that has not result in any highway safety issues. The key junctions and critical sections of highway in the vicinity of the site, including the A58 York Street and the A58 York Street/Queens Park Road junction, are protected by parking restrictions which helps to ensure that parking does not result in any road safety or operational issues; and,

- Rochdale Borough Council's maximum parking standards are outlined in Appendix 5 of their Core Strategy and require restaurants to provide 1 space per 7m² of public floor area which equates to a maximum parking requirement of 35 spaces. In comparison, the Council's residential parking standards require 1.25 spaces per flat, which equates to a maximum parking requirement of 5 spaces. On this basis, the parking requirement for the proposed development is materially less than that of the existing use, which is also a car free site.

Trip Generation

33. As detailed earlier, the proposed development will be a car free development in a highly sustainable location. The lack of any dedicated parking will therefore encourage residents that do not own a car, as is typical of many apartments in town and city centre locations.
34. Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network. Notwithstanding this, the following section presents a summary of the potential traffic impact of the development on the local highway network.
35. In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
 - Residential
 - Flats Privately Owned;
 - Multi modal surveys;
 - Selection by number of dwellings;
 - Weekday surveys only; and
 - Only sites in 'Town Centre' locations have been selected.
36. The multi modal TRICS outputs for the proposed development are presented in **Appendix B** and summarised in **Table 1** below.

Table 1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.056	0.132	0.118	0.111
Cycles	0.000	0.007	0.056	0.007
Pedestrians	0.035	0.215	0.250	0.097
Pub. Trans.	0.007	0.028	0.063	0.014

37. The estimated trip generation associated with the proposed development is therefore as summarised in **Table 2** below.

Table 2 - Estimated Trip Generation – 4 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0	1	0	0
Cycles	0	0	0	0
Pedestrians	0	1	1	0
Pub. Trans.	0	0	0	0

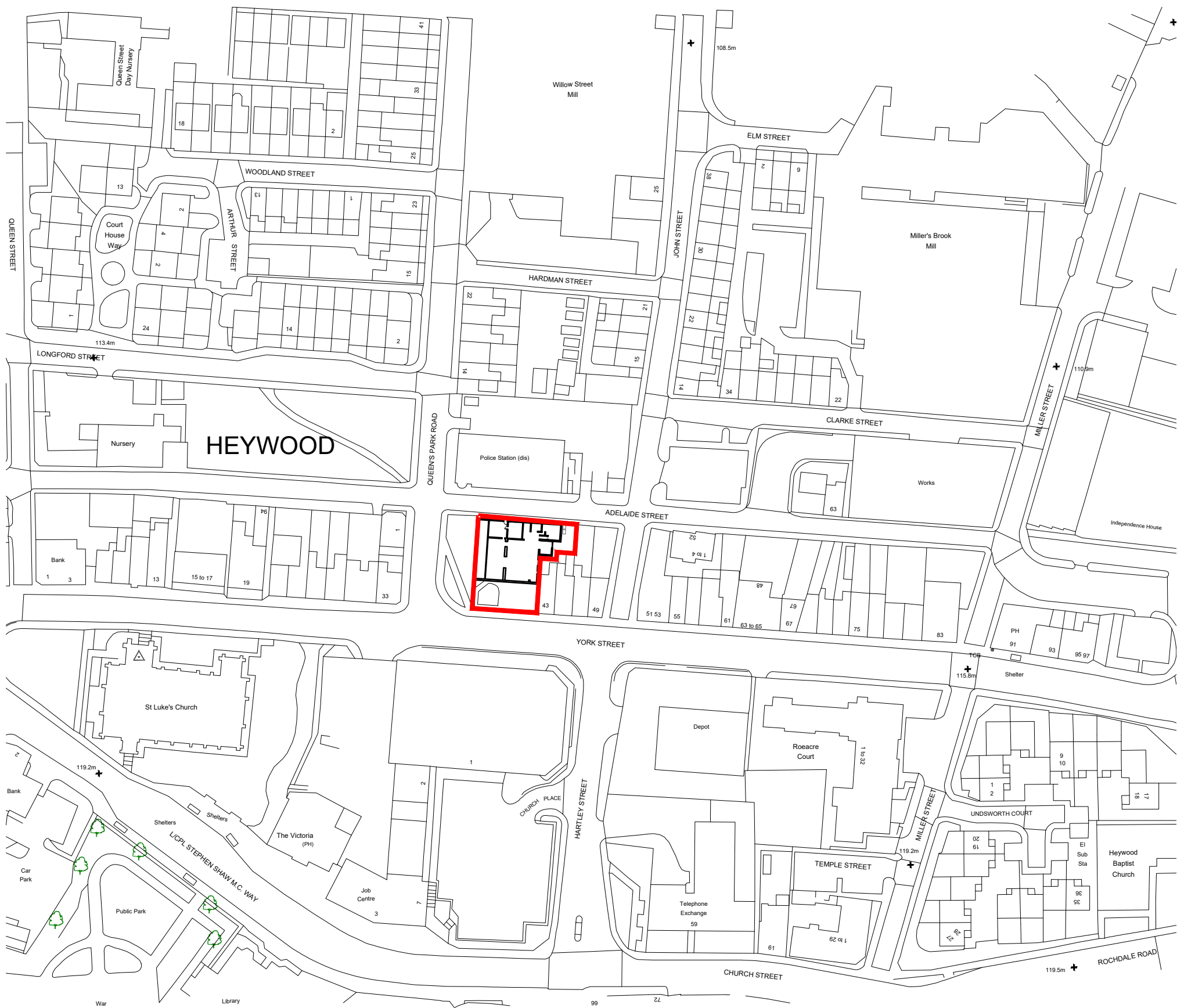
38. As detailed above, it is estimated that the scheme has the potential to generate up to 1 two-way vehicle movement in the peak hours which equates to just 1 additional two-way vehicle movement every 60 minutes. The effect of this additional traffic on the local highway network will be barely perceptible.
39. It should also be noted that the above trip generation estimates are considered robust given that they do not take into account the traffic generating potential of the existing use at the site. Furthermore, the proposals are for a car free development in a highly sustainable location and the lack of any dedicated off-street parking will encourage residents to travel via sustainable modes of transport.
40. Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

Summary and Conclusions

41. Having regard to the evidence presented in this Technical Note, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme.

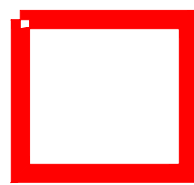
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APPENDIX A



SITE LOCATION PLAN
1:1250

scale 1:100 0 50m

 SITE BOUNDARY

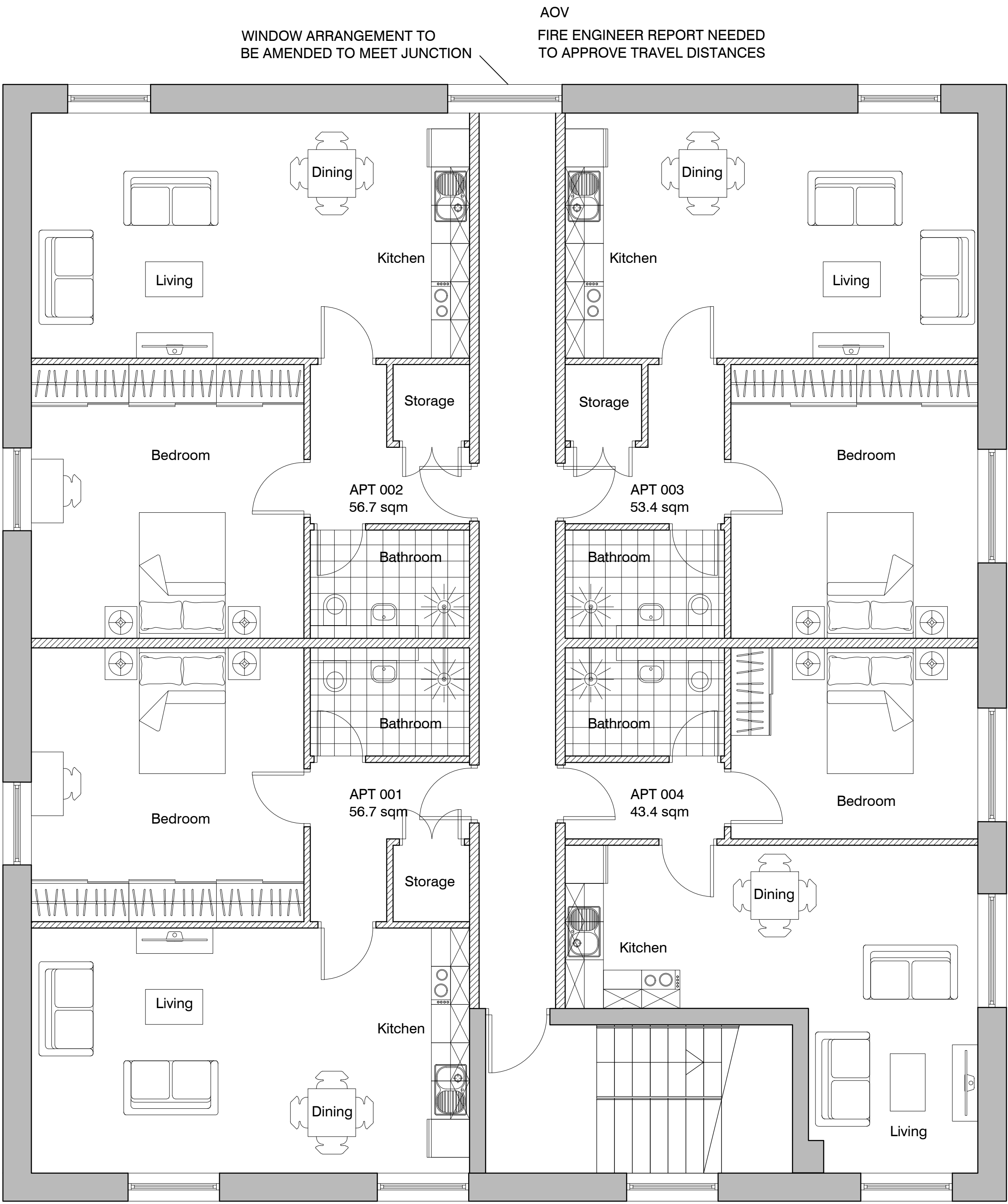


SITE PLAN
1:500

scale 1:500 0 25m

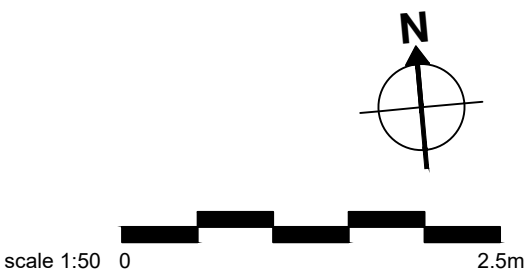
IMPORTANT NOTES: Do Not Scale from this Drawing.
Use Figured Dimensions Only.

DRAWING STATUS:			FOOTPRINT DESIGN		
PLANNING			E: info@footprintdesign.net W: www.footprintdesign.net		
REVISION	DATE	DESCRIPTION	CLIENT: REGAL DEVELOPMENTS	SCALE: as shown	DATE: 10.08.23
			PROJECT: 41 YORK ST, HEYWOOD		
			DRAWING TITLE: SITE LOCATION PLAN		
			DRAWING NO: A060_L(00)001		



Proposed First Floor Plan

scale 1:50



IMPORTANT NOTES: Do Not Scale from this Drawing.
Use Figured Dimensions Only.

DRAWING STATUS:			FOOTPRINT DESIGN		
PLANNING			E: info@footprintdesign.net W: www.footprintdesign.net		
REVISION	DATE	DESCRIPTION	CLIENT: REGAL DEVELOPMENTS	SCALE: 1:50@A1	DATE: 10.08.23
			PROJECT: 41 YORK ST, HEYWOOD		
			DRAWING TITLE: PROPOSED FIRST FLOOR PLAN		
			DRAWING NO: A060_L(00)006		

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APPENDIX B

Calculation Reference: AUDIT-726001-240809-0800

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 20 to 46 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 02/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:Use Class:

C3	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CU-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBERLAND
	Town Centre Built-Up Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		12/06/14	Survey Type: MANUAL
2	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total No of Dwellings:		20	
	Survey date: FRIDAY		14/10/11	Survey Type: MANUAL
3	HI-03-C-01 SHORE STREET INVERNESS	FLATS		HIGHLAND
	Town Centre Residential Zone Total No of Dwellings:		38	
	Survey date: WEDNESDAY		20/05/09	Survey Type: MANUAL
4	NG-03-C-03 CANAL STREET NOTTINGHAM	BLOCK OF FLATS		NOTTINGHAM
	Town Centre Built-Up Zone Total No of Dwellings:		46	
	Survey date: MONDAY		02/10/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.91

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.028	4	36	0.076	4	36	0.104
08:00 - 09:00	4	36	0.056	4	36	0.132	4	36	0.188
09:00 - 10:00	4	36	0.056	4	36	0.042	4	36	0.098
10:00 - 11:00	4	36	0.056	4	36	0.063	4	36	0.118
11:00 - 12:00	4	36	0.035	4	36	0.035	4	36	0.070
12:00 - 13:00	4	36	0.042	4	36	0.028	4	36	0.070
13:00 - 14:00	4	36	0.049	4	36	0.083	4	36	0.132
14:00 - 15:00	4	36	0.049	4	36	0.063	4	36	0.111
15:00 - 16:00	4	36	0.076	4	36	0.035	4	36	0.111
16:00 - 17:00	4	36	0.118	4	36	0.069	4	36	0.187
17:00 - 18:00	4	36	0.118	4	36	0.111	4	36	0.229
18:00 - 19:00	4	36	0.111	4	36	0.104	4	36	0.215
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.794			0.839			1.633

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	20 - 46 (units:)
Survey date date range:	01/01/03 - 02/10/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.000	4	36	0.007	4	36	0.007
08:00 - 09:00	4	36	0.000	4	36	0.007	4	36	0.007
09:00 - 10:00	4	36	0.000	4	36	0.007	4	36	0.007
10:00 - 11:00	4	36	0.000	4	36	0.000	4	36	0.000
11:00 - 12:00	4	36	0.007	4	36	0.007	4	36	0.014
12:00 - 13:00	4	36	0.000	4	36	0.014	4	36	0.014
13:00 - 14:00	4	36	0.007	4	36	0.021	4	36	0.028
14:00 - 15:00	4	36	0.007	4	36	0.007	4	36	0.014
15:00 - 16:00	4	36	0.007	4	36	0.007	4	36	0.014
16:00 - 17:00	4	36	0.000	4	36	0.000	4	36	0.000
17:00 - 18:00	4	36	0.056	4	36	0.007	4	36	0.063
18:00 - 19:00	4	36	0.021	4	36	0.007	4	36	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.091			0.196

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.042	4	36	0.097	4	36	0.139
08:00 - 09:00	4	36	0.035	4	36	0.215	4	36	0.250
09:00 - 10:00	4	36	0.028	4	36	0.049	4	36	0.077
10:00 - 11:00	4	36	0.049	4	36	0.111	4	36	0.160
11:00 - 12:00	4	36	0.035	4	36	0.111	4	36	0.146
12:00 - 13:00	4	36	0.104	4	36	0.056	4	36	0.160
13:00 - 14:00	4	36	0.069	4	36	0.076	4	36	0.145
14:00 - 15:00	4	36	0.090	4	36	0.069	4	36	0.159
15:00 - 16:00	4	36	0.090	4	36	0.083	4	36	0.173
16:00 - 17:00	4	36	0.153	4	36	0.111	4	36	0.264
17:00 - 18:00	4	36	0.250	4	36	0.097	4	36	0.347
18:00 - 19:00	4	36	0.146	4	36	0.035	4	36	0.181
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.091			1.110			2.201

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	36	0.000	4	36	0.056	4	36	0.056
08:00 - 09:00	4	36	0.007	4	36	0.028	4	36	0.035
09:00 - 10:00	4	36	0.000	4	36	0.035	4	36	0.035
10:00 - 11:00	4	36	0.000	4	36	0.000	4	36	0.000
11:00 - 12:00	4	36	0.000	4	36	0.014	4	36	0.014
12:00 - 13:00	4	36	0.014	4	36	0.007	4	36	0.021
13:00 - 14:00	4	36	0.007	4	36	0.021	4	36	0.028
14:00 - 15:00	4	36	0.014	4	36	0.000	4	36	0.014
15:00 - 16:00	4	36	0.028	4	36	0.000	4	36	0.028
16:00 - 17:00	4	36	0.028	4	36	0.000	4	36	0.028
17:00 - 18:00	4	36	0.063	4	36	0.014	4	36	0.076
18:00 - 19:00	4	36	0.014	4	36	0.000	4	36	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.175			0.349

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.